VFR TERMINAL AREA CHART
SAN DIEGO

AIRPORTS

AIRPORT DATA

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

TOPOGRAPHICAL INFORMATION

OBSTRUCTIONS

MISCELLANEOUS

VFR TERMINAL AREA CHART
SAN DIEGO
SCALE 1:250,000
Lambert Conformal Conic Projection. Standard Parallels 33° and 45°

Topographic data compiled to May 1989

18 EDITION JULY 27, 1989
Includes airspace amendments effective July 27, 1989
and all other aeronautical data revised thru June 1, 1989
Consult appropriate NOTAMs and Flight Information
Publications for supplemental data and current information

JANUARY 27, 1990

SAN DIEGO TERMINAL
CONTROL AREA

A
125
48

MILITARY TRAINING ROUTES (MTR)

Tactical navigation used as check points for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example ⊕ POWER PLANT

The name shown in that used by the controlling terminal facility to designate the official name of the feature.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not indicate the presence of all telephone, telegraph and power lines, or antennas associated with ATC and FAA facilities which may be encountered below reasonable and safe altitudes.

CONTROL TOWER FREQUENCIES ON SAN DIEGO TERMINAL AREA CHART

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR PAR

ARSA TRSA AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

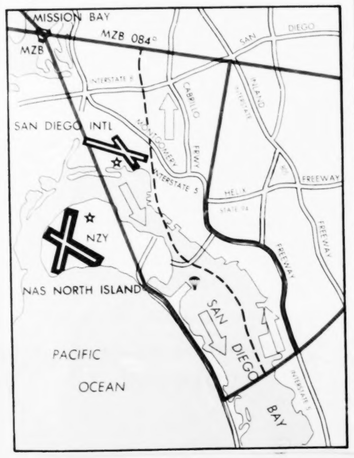
CONTROL AREA	

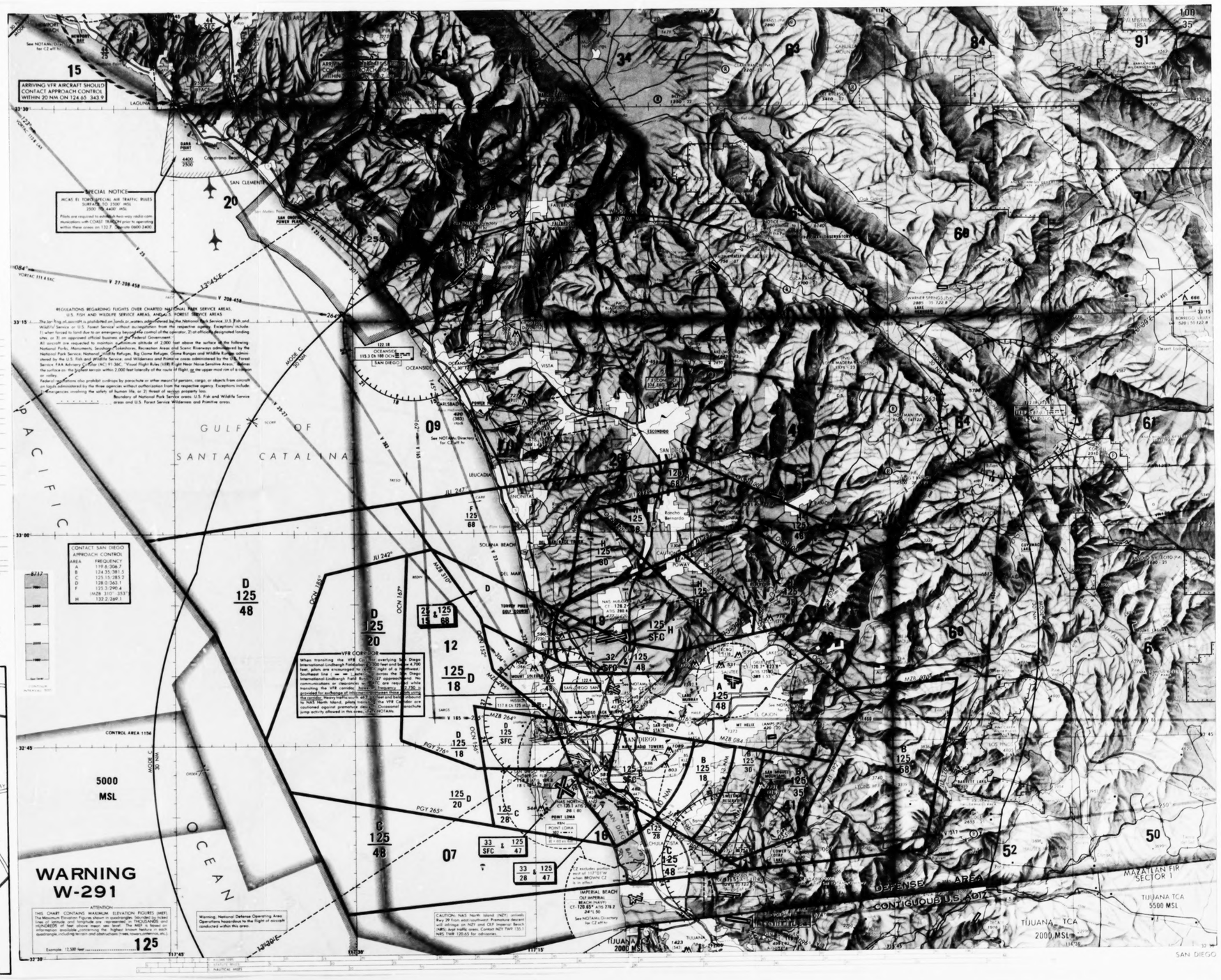
SPECIAL USE AIRSPACE ON SAN DIEGO TERMINAL AREA CHART

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY

VFR CORRIDOR

When transiting the VFR Corridor overlying San Diego International-Lindbergh Field above 3,300 feet and below 4,700 feet, pilots are encouraged to remain to the right of the Class B Southeast line ... and Runway 27 segment ... No communications with ATC are required ... VFR aircraft are requested while transiting the VFR corridor ... Transponder frequency 1255 is provided for exchange of information between aircraft ... Heavy traffic south of 3,300 feet and below 3,000 feet ... Inbound to NAS North Island, pilots monitor ... the VFR Corridor are cautioned against premature descent ... Occasional parachute jump activity allowed in this area ... CAN NOTAMs.





SAN DIEGO

CHARTED VFR FLYWAY PLANNING CHART

SCALE 1:250,000

NOT TO BE USED FOR NAVIGATION

LEGEND

AIRPORTS

Paved Runways — SAN DIEGO INTL LINDBERGH FLD

Unpaved Runways — THOMPSON

NAVIGATIONAL AIDS

VORTAC — MZB 117.8

VOR/DME — TIJ 116.5

Non-Directional Radio Beacon — EKG 374

RESTRICTED AREAS

R-2503

CONTROL ZONE

TERMINAL CONTROL AREA (TCA) — TCA BOUNDARY

AIRPORT RADAR SERVICE AREA (ARSA) — ARSA BOUNDARY

125 — CEILING IN HUNDREDS OF FEET MSL

68 — FLOOR IN HUNDREDS OF FEET MSL

— MODE C (SEE F.A.R. 91.24 AIM)

SUGGESTED VFR FLYWAY AND ALTITUDE

3000 | 6500

MOUNTAIN TOP OR PEAK AND SPOT ELEVATION

8717

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE SAN DIEGO AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED TCA/ARSA. ITS GROUND REFERENCES PROVIDES A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE TCA/ARSA BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

THE ENTIRE SAN DIEGO AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN AIRPORT TRAFFIC AREAS (ATA's).

Features normally used as check points for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: ESCONDIDO

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

SPECIAL NOTICE
MCAS EL TORO SPECIAL AIR TRAFFIC RULES SURFACE TO 2500' MSL 2500 TO 4400' MSL
Pilots are required to establish two-way radio communications with COAST TRACON prior to operating within these areas on 132.7. Operate 0600-2400.

CAUTION
FLIGHTS BELOW 2000 MSL RESTRICTED IN R-2533

CAUTION
INTENSIVE MILITARY JET TRAFFIC VICINITY NAS MIRAMAR

VFR CORRIDOR
WHEN TRANSITING THE VFR CORRIDOR OVERLYING SAN DIEGO INTERNATIONAL-LINDBERGH FIELD ABOVE 3,300 FEET AND BELOW 4,700 FEET, PILOTS ARE ENCOURAGED TO REMAIN RIGHT OF A NORTHWEST/SOUTHEAST LINE(— —)EXTENDING ACROSS THE SAN DIEGO INTERNATIONAL-LINDBERGH FIELD RUNWAY 27 APPROACH END. NO COMMUNICATIONS OR CLEARANCES WITH ATC ARE REQUIRED WHILE TRANSITING THE VFR CORRIDOR; HOWEVER, FREQUENCY 122.750 IS PROVIDED FOR EXCHANGE OF INFORMATION BETWEEN THOSE PILOTS USING THE CORRIDOR. HEAVY TRAFFIC SOUTH AT 3,000 FEET AND BELOW INBOUND TO NAS NORTH ISLAND. PILOTS TRANSITING THE VFR CORRIDOR ARE CAUTIONED AGAINST PREMATURE DESCENT. OCCASIONAL PARACHUTE JUMP ACTIVITY ALLOWED IN THIS AREA, CHECK NOTAMS.

EL TORO ARSA
R-2533 SFC TO 2000
R-2503 SFC TO 15000
SAN ONOFRE POWER PLANT ABOVE 2000
MCAF CAMP PENDLETON
OCN 115.3
EKG 374
JLI 114.0
MZB 117.8
PGY 109.8
TIJ 116.5
6500 & BELOW
4500 & BELOW
3500 & BELOW
3500 THRU 4500
2500 SURFACE
4400/2500
GULF OF SANTA CATALINA
PACIFIC OCEAN
MODE C 30 NM